

BI4 NEWS

MARCH 2005



*Still Life in the old dogs.....Fells and Barber World Champions
Photo by Ian Jubb.....www.sailboatdeliveries.com*

Chairman's Corner

'Big shoes to fill' came to mind as I agreed to become B14 class Chairman after yet another cunning tactic from the master of the B14 Mr Tim Fells, this time in the bar rather than on the water, but nevertheless a very effective move after a few Vodka Arancha Rossa's! I would firstly like to thank Tim for all the hard effort he has put into the class over a large number of years and I hope and suspect that we haven't seen the last of him just yet. Since Tim's departure we have strengthened the committee and with the backing of vice chairman Nils Jolliffe and plenty of other fresh blood I feel confident we will continue to serve the classes needs.

2004 was a fantastic year for the B14, the worlds at Lake Garda were nothing short of spectacular and

I am sure it live long in our memories. Brightlingsea put on a great Nationals as we expected and the rest of the UK circuit saw a pretty good turnout. It's great to see the second hand market is flourishing bringing plenty of new faces to the class.

2005 will be another exciting season, in particular the Nationals at Paignton promise to offer a great week on and off the water. We have the introduction of the carbon mast to look forward to and we have amped up the training to include an Olympic class coach so book you place early. I look forward to seeing you all the water this year.

*Matt Searle
B14 Class Chairman.*



Chairman.

BI4 Committee 2005

Chairman.....Matt Searlematthew.Searle@spsystems.com
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Just a few shots of the friendly committee!



Vice Chairman.



Events Secretary.

B14 World Championships

The 5th B14 World Championships, hosted by Circolo Vela Torbole on Lake Garda, once again went down to the wire. Pre-event discussion was that this was as wide open a championship as the class had known with as many as eight potential champions and many teams capable of winning races. Although the hot money was on a British win, the week saw the emergence of a highly competitive Australian threat that had supporters down under up all night waiting for the final result.

In 10-15 knots of Southerly Ora, defending champion Tim Fells with new crew Shaun Barber (GBR 758), took the first gun from the flying Australian team of Kieran Livermore and Karen Wiseman (AUS 371), with Nils Jolliffe and Jon Branch (GBR 764) third ahead of another quick Australian team, Martin Johnson and Mike Halkes (AUS 367).



The Fleet gets underway.

Photo by Ian Jubb....www.sailboatdeliveries.com

In race 2, Jono Pank and Rich Edwards (GBR 771) came through on the second beat to take a win from current UK and European champions Dave Hayes and Sean Dwyer (GBR 767) ahead of the leading Australian's, Peter Ray and Gareth Wells (AUS 370) and the consistent Matt Searle and Sandy Ramus (GBR 725). A day when consistency was hard to find ended with the 5 strongest British teams holding the top slots.

Of the B14 World Championships, the Southerly Ora was late arriving and although filling, had sufficient shifts and



Rogate shows potential.

Photo by Ian Jubb....www.sailboatdeliveries.com



Blasting up the cliffs.

Photo by Ian Jubb....www.sailboatdeliveries.com

holes to make racing interesting. As for the first day the left hand bank was the place to be but with occasional big gains for those brave enough to take a wider line.

For the second day, Race 3 started in 12-14 knots and Pank/Edwards, the overnight leaders, sailed fast and smart to establish a good lead at the top mark. Fells? Barber chased hard and on the final run managed to find some extra pressure to take the gun. Dave Hayes and Sean Dwyer who had never been far behind, also took advantage of a strong gust to grab second with Pank/ Edwards crossing to silence, having been OCS. Jason Andrews and Joel McDonald (GBR 756) were promoted to third.

Race 4 started cleanly with Andrews/McDonald establishing a lead that they extended throughout the race despite the wind starting to break up. Richie Reynolds and Lissa McMillan (AUS 368) rolled Fells/Barber on the last lap to take second with Pank/in fourth. The Australian team completed an excellent race with 5 boats in the top 10.

Day 3 of the B14 Worlds brought classic Ora conditions with 16-18 knots, much more steady in direction and strength than the first two days. It was definitely a boat speed day and the Aussie team showed their colours with some exceptional all round pace. In race 5, Richie Reynolds and Lissa



Coming home after a hard day.
Photo by Ian Jubb....www.sailboatdeliveries.com

McMillan (AUS 368) gained the upper hand up the left hand bank and steadily extended their lead to win, Lissa becoming the first girl crew to win a B14 world championship race. Fells/Barber crossed second to further strengthen their title challenge. Searle/Ramus added a third to their impressive set of top 5 results and Jason Andrews and Joel McDonald strengthened their score line with fourth. Jono Pank and Rich Edwards (GBR 771) were disqualified for a windward mark incident with Andrews.

At the start of race 6, the Ora was well established and Searle/Ramus took the early lead but were soon struggling to hold back the flying Aussies. Martin Johnson and Mike Halkes (AUS 367) flew past upwind and extended their lead to win by a stunning margin from Searle/Ramus. Peter Ray and Gareth Wells (AUS 370) took third ahead of Reynolds/McMillan (AUS 368) to complete a great day for team Australia. Meanwhile the leading 3 Brits were doing themselves no favours with Andrews/McDonald 10th, Fells/Barber 12th and Pank/Edwards seeing their title challenge slip away in 13th.



World's boats.

The fourth day of the B14 World Championships was another classic Ora day, this time at 18-20 knots. The Aussie team continued as they had finished day 3 with some devastating pace around the course. Johnson/Halkes (AUS 367) followed up their win in race 6 with another start to finish win in race 7. Mark Barnes and Tom Pygall (GBR 768) were one of the few teams to pioneer the right hand side of the track and were rewarded with second ahead of Jono Pank and Rich Edwards (GBR 771) and overnight leaders Tim Fells and Shaun Barber (GBR 758).

Race 8 started with a bit more pressure and again the Aussies jumped into the lead with Johnson/Halkes leading fellow countrymen Richie Reynolds and Lissa McMillan around the first two laps. However Matt Searle and Andy Ramus (GBR 725) never gave up the chase and picked up some great shifts on the third beat to take the gun. Pank/Edwards followed the two Aussie boats in fourth with Jason Andrews and Joel McDonald (GBR 756) keeping their hopes alive in fifth. Fells and Barber struggled for an 8th place that was a counter and closed the gap on the chasing pack.



World Champions 2004 Tim Fells and Shaun Barber.
Photo by Ian Jubb....www.sailboatdeliveries.com

With five boats in with a realistic shot at the title and only 1 point covering the first three teams, the final day of the B14 Worlds was set for a classic battle of nerves. Conditions looked promising for a strong Ora but as the start gun went for race 9 in 12 knots, there was a big storm building in the mountains.

The fleet were tightly bunched close tacking up the left hand shore line and it was Andrews/McDonald who rounded first and led the fleet down a flat out run. By the second beat, Jamie Mears and Micro Machine (GBR 646) had taken the lead closely pursued by championship leaders Tim Fells and Shaun Barber (GBR 758). Both of the other two main championship contenders, Matt Searle and Sandy Ramus (GBR 725) and Marty Johnson and Spike Halkes (AUS 367) were struggling outside the top ten.

As the leaders rounded the top mark it was obvious that the wind was beginning to drop as the storm moved out of the mountains. The PRO made a smart decision to shorten at the leeward gate with the Mears team taking their first championship gun followed by Fells/Barber, with Jono Pank and Rich Edwards just getting the better of Andrews/McDonald.

The fleet were sent ashore with lightning crashing around the mountains but as the back end of the fleet were making their way to the finish the storm hit with winds in excess of 40 knots. Fortunately no damage was done and everyone got home safely, if a bit scared!

With conditions unsail-able, the abandonment flags went up and Tim Fells and Shaun Barber were crowned 2004 World Champions. This highly experienced team - both previous winners of the World title - although not always the fastest in the fleet, demonstrated all-round skills to keep their challenge going in all conditions.

This championship, brilliantly hosted by Circolo Vela Torbole, has been unanimously viewed as the most competitive in the class history. The emergence of strong Australian challengers bodes well for the next Worlds on Sydney Harbour in January 2006.

Overall - Final:

- 1st GBR 758, Tim Fells and Shaun Barber (Grafham) 21 points
- 2nd GBR 725, Matt Searle and Sandy Ramus (Hayling) 25 points
- 3rd AUS 367 Martin Johnson and Mike Halkes (Woollahra) 27 points
- 4th AUS 368 Richie Reynolds and Lissa McMillan (Woollahra) 30 points
- 5th GBR 756, Jason Andrews and Joel McDonald (Eastbourne) 30 points
- 6th GBR 771, Jono Pank and Rich Edwards (Parkstone) 34 points



B14 WORLD CHAMPIONSHIP 2004
TORBOLE SUL GARDA 18-23 JULY 2004

Cl.	Sail no.	Name	Club	r.1	r.2	r.3	r.4	r.5	r.6	r.7	r.8	r.9	Tot.
1	GBR-758	TIM FELLS SHAUN BARBER	GRAFHAM WATER S.C.	1	9	1	3	2	12	4	8	2	21,00
2	GBR-725	MATT SEARLE ANDY RAMUS	H I S C	5	4	4	6	3	2	10	1	6	25,00
3	AUS-367	MARTIN JOHNSON MIKE HALKES	WOOLLAHRA S.C.	4	13	5	7	7	1	1	2	DNF	27,00
4	AUS-368	RICHARD REYNOLDS LISSA MCMILLAN	WOOLLAHRA SAILING CLUB	11	17	6	2	1	4	9	3	5	30,00
5	GBR-75	JASON ANDREWS JOEL MCDONALD	EASTBOURNE	9	6	3	1	4	10	7	5	4	30,00
6	GBR-771	JONATHAN PANK RICHARD EDWARD	PARKSTONE Y.C.	6	1	OCS	4	DSQ	13	3	4	3	34,00
7	GBR-767	DAVID HAYES SEAN DWYER	SOUTHPORT SAILING CLUB	10	2	2	9	8	DNF	5	9	9	44,00
8	GBR-764	NILS JOLLIFFE JON BRANCH	WESTON SAILING CLUB	3	8	7	18	10	5	6	DNF	10	49,00
9	AUS-370	PETER RAY GARETH WELLS	GOSFORD	13	3	13	5	5	3	12	11	11	50,00
10	GBR-768	MARK BARNES TOM PYGALL	WHITSTABLE YACHT CLUB	16	14	10	11	6	9	2	7	DNF	59,00
11	AUS-371	KIERAN LIVERMORE KAREN WISEMAN	WOOLLAHRA SAILING CLUB	2	11	18	10	11	11	17	10	13	68,00
12	GBR-741	CHRIS BINES DAVE GIBBONS	BRIGHTLINGSEA S.C.	8	5	8	12	12	OCS	11	15	DNF	71,00
13	AUS-357	GUY BANCROFT RHYS BANCROFT	MC CRAE Y.C.	12	12	12	8	20	7	8	13	14	72,00
14	GBR-734	STEVE FISHER NEIL BARBER	HAYLING ISLAND	OCS	7	11	14	14	6	14	DNF	15	81,00
15	GBR-646	JAMES MEARS MATTHEW MEARS	BURNHAM	17	24	16	13	DNF	16	15	6	1	84,00
16	GBR-687	EWAN MCLELLAN ALEX MCLELLAN	LARGS SAILING CLUB	14	23	19	25	16	14	16	14	8	101,00
17	GBR-645	CHRIS SALLIS MATT FRARY	GREAT YARMOUTH & GORLESTON	18	10	9	16	15	8	DNF	DNF	OCS	114,00
18	GBR-762	MARK ELKINGTON DAN BRIOGER	STARCROSS Y.C.	DNF	20	20	24	13	17	13	17	17	117,00
19	GBR-742	ADRIAN WILLIAMS PAUL HOBSON	HAYLING ISLAND S.C.	7	19	21	15	OCS	15	20	DNF	21	118,00
20	GBR-766	WAYNE DISON TRISH DIXON	WHITSTABLE YACHT CLUB	25	DNF	14	26	17	25	18	16	7	122,00
21	GBR-748	MARK WATTS TIM ROGERS	BRISTOL CORINTHIAN Y.C.	15	22	22	22	18	20	23	12	18	127,00
22	GBR-625	WILL DAVIES MIKE ROBBINS	CASTLE COVE SAILING CLUB	23	15	17	17	19	23	24	21	DNF	135,00
23	GBR-757	DAN WILLET STUART PHILLIPS	BRIGHTLINGSEA S.C.	21	21	28	19	23	18	27	18	16	136,00
24	GBR-750	PERS LAMBERT SIMON LAMBERT	BRIGHTLINGSEA S.C.	19	18	15	21	21	28	30	27	19	140,00
25	GBR-760	GERALDINE BROWN CHRISTOPHER FERMOR	WHITSTABLE Y.C.	22	26	30	27	24	19	21	19	23	154,00
26	GBR-770	SIMON HADLEY PETE NICHOLSON	BRIGHTLINGSEA S.C.	20	25	25	20	22	24	19	25	DNF	155,00
27	GBR-702	DAVID BRIDLE TOM BRIDLE	BRIGHTLINGSEA SAILING CLUB	27	16	23	30	25	27	28	20	DNF	166,00
28	GBR-733	TOM TAYLOR-JONES ADRIAN GREEN	BRIGHTLINGSEA S.C.	24	28	29	23	DNF	21	25	26	24	171,00
29	GBR-654	DAN COWIN BETH CONDIE	ELY SAILING CLUB	30	30	26	33	30	DNF	33	22	12	183,00
30	GBR-732	HENRY WELLS CHRIS HOPKINS	BRIGHTLINGSEA S.C.	29	33	24	31	28	22	26	DNF	25	185,00
31	GBR-695	BOB CLEMENTS ALAN ATTERBURY	D.W.S.C.	26	32	32	32	31	29	32	24	22	196,00
32	GBR-769	MARK CRITCHLEY TANIA CRITHLEY	GREAT YARMOUTH & GORLESTON	31	31	31	35	26	26	31	23	DNF	199,00
33	GBR-718	TOM BOWSHER WILL PARRETT	PENARTH Y.C.	DNF	29	DNF	28	27	30	22	28	DNC	202,00
34	GBR-722	TOM POWELL RACHEL WRIGHT	OXFORD	DNF	DNF	27	29	29	31	DNF	DNF	20	212,00
35	GBR-716	CHRIS SEYMOUR JANE SEYMOUR	SHOREHAM S.C.	DNF	27	34	34	32	DNF	29	29	DNF	223,00
36	GBR-728	STU HADFIELD CHRIS GRUBE	CHESTER SCC	28	34	33	DNC	DNF	DNF	DNF	DNF	DNF	247,00
37	AUS-360	KELVIN BOYLE ROCHELLE BOYLE	MC CRAE	DNF	DNF	35	DNF	33	DNF	DNF	DNF	DNF	258,00

Garda Tactics

As most of you know I have tried many tactics in Garda to gain an advantage over my fellow B14ers. Some have worked and some have not. On four occasions I have driven down to acclimatise myself with Europe before taking on the Italians. I have brought down numerous toys to keep myself athletically fit for the event, such as skateboards, windsurfers, mountain bikes and mopeds. I have lubricated myself fully to avoid dehydration, and bought special natural herbs the size of a small wooded glade to be at peace with my inner self. I also thought that staying with an Italian family to gain insider knowledge would help my racing but they could not speak English. In fact, at that point neither could I. So even after all these efforts, the results have not been in line with the high standards I set myself, and besides, I will do anything, literally anything, to be ahead of Mark Barnes (mind you that does not involve writing my racing experiences in a diary! M Searle).

So after Garda 03 I had to come up with an idea that would keep me on top of the game. This I figured would involve a lot of 'Quality' time on my wife, so here I was Garda Worlds 04 secret plan in place, flights and hire car booked.

Just a short flight from Stansted with fellow secret weapon carriers the families Mears and Fisher to Bergamo, then a 2hr hire car abuse to the lake. Our accommodation was perfect - a 5 minute swim to the boat, and the boat a 10 second walk from the bar.

The boats had already been delivered and my main man Joel had already got the boat rigged. It was all coming to plan.

The plan was certainly not to miss out on the socials however. Secret weapons were not keen on cocktails at 6pm (bottles were still involved but the label did not say Vino), however once these bottles were emptied and the sedative had kicked in, it was time for the adults to get in a similar state. The order of the day was the best steak on the planet with some of the finest wine waves to wash it all down. Even though not remembering going to bed most evenings and requiring an active fit size 4 nappy on the balcony, the lake looked stunning at 6.30am.

Results on the start line were obvious. A clear mind and conscience meant clear wind and a decent 1st mark rounding for most of the week. As usual, the racing at the front of the fleet was very close and the Ozzies were certainly put into place. By the end of the week it was all down to Tim Fells and Matt Searle but as Andy had used one of Matt's diary pages as a Rizla he clearly forgot to cover his opponent and Tim retained his World Championship.

Overall this was one of the best Garda's that I have experienced (and remembered), due to great organisation and preparation (lucky boy). Well done Tim and well done Mr S Perm.

Mr S. Perm

Typical Last Night Behaviour at Garda...



B14 Nationals 2004

Pank and Ramus take victory in closely fought event

Brightlingsea Sailing Club hosted an awesome 10th Anniversary B14 Nationals over an extended August bank holiday weekend with 11 races scheduled across the four days. Reigning National & European Champions Dave Hayes & Sean Dwyer sailing Sea-Sure were there to take on the challengers, with the main contenders expected from; World Championship bridesmaids Matt Searle & Rich Bell, Brightlingsea local & Hornet class legends Chris Bines & Dave Gibbons sailing CSC plus others who had shown sporadic form across the season but failed to shine at the worlds in the shape of Mark Barnes & Tom Pygall sailing Readycrest. Jono Pank & "Top Gun" Andy Ramus sailing Ronstan and Nils Jolliffe & Jon Branch sailing Boatracer.com.

The racing kicked off just outside the river mouth at 1pm on Friday in a consistent 10knots. Jamie Meers and Matt Gill sailing Pica trading place with Readycrest till the final lap clearly demonstrated "you're only as good as your last race" to follow up their final race win at the recent world championships by leading at every windward mark with Ready crest fading on the last lap to take the first championship bullet from Hayes & Dwyer in SeaSure who pulled back from 15th at the first mark with Matt Searle & Rich Bell completing the podium. Race 2 saw some defining moments in the course of the championships as a very packed start line saw the fleet pushing hard. A closely fought race saw Searle & Bell just edge out Readycrest for the bullet however the elation was to be short lived as both boats were deemed OCS, handing the race victory to Jono Pank & Andy Ramus in Ronstan closely followed by Piers Lambert & Tim Bees and the reigning champions in Seasure, showing great consistency to post another podium position in 3rd. Aids Williams & Paul Hobson sailing SP Systems had also begun their charge, sporting the classes new prototype carbon rig, claiming 4th place. Race 3 kicked off in similar conditions with SP Systems continuing to demonstrate their mastery of the conditions to claim the final race of the day to edge out the consistent

Searle & Bell with Ronstan holding off the reigning champions in Seasure for the final podium slot. So at the end of Day 1 with all races to count, consistency was the name of the game for the leaders. 1st Seasure - Dave Hayes & Sean Dwyer (2,3,4) 2nd= CSC - Chris Bines & Dave Gibbons (4,5,6) 3rd= SP Systems - Aids Williams & Paul Hobson (10,4,1)

Day 2 dawning with beautiful sunny weather but a notable absence of wind. Following a 2 hour postponement, the fleet headed out in the slowly building sea breeze for the scheduled 3 races. Race 4 kicked off and the slightly biased line handed the upper hand to those able to tack onto port early. At the first mark, Readycrest led from a very tightly bunched pack and continued to extend with Ronstan



General recall...luckily for the webmaster embedded on the pin end...

bridging the gap on the run to follow round in second place. These two continued to match race away from the fleet throughout the race with Ronstan gaining the upper hand on the final lap to record their second race win. Alan Davis & Alison Wilson started an impressive day's form with their first podium finish of the regatta to take third ahead of the rapid Dan Willett & Stuart Phillips. Race 5 kicked off in quick succession and Readycrest continued where they left off to lead at every mark and claim their first win of the regatta, behind them the pack fought hard for every inch and places changed frequently. Pica came back to form on top of the scrum ahead of the ever constant CSC who were claiming their first podium of the championship although had not yet put a foot out of the top 6. Race 6 saw a repeat of race 5 as Readycrest stormed away again to round out their day with yet another victory and to bring themselves right onto the heels of the leaders. Meanwhile, behind their dominance, the pack fought hard again. Seasure emerged the best of the rest with the next 5 boats finishing within 10 seconds of each other. Davis & Wilson grabbed another 3rd ahead of the rapid

fleet newcomers Will Davis & Mike Robbins in 4th whilst Ronstan launched in at the finish from a one gybe run to round out the top 5. At the end of Day 2, with one discard, the championship's form was becoming clearer. 1st Seasure - Dave Hayes & Sean Dwyer (17) 2nd Ronstan - Jono Pank & Andy Ramus (18) 3rd= CSC - Chris Bines & Dave Gibbons (23) 3rd=Readycrest - Mark Barnes & Tom Pygall (23)

Day 3 dawned with rain, a solid 15 knots and plenty more in the forecast to build during the day. The previous evening's pub crawl seemed to have had some impact on the fleet as very few were actually at the line for the scheduled kick off time... Thankfully the PRO postponed the race slightly to allow the fleet to gather! Race 7 finally got going and Ronstan's pre race dip seemed to have woken them up first! They led by the first leeward mark and held out to bag another race win ahead of the resurgent Pica edging out an overlapped Readycrest who were maintaining their championship charge in third. Race 8 and the breeze was already up to 18 knots, the



National Champions 2004 Jono Pank and Andy Ramus.

skiffs now fully flying on all legs of the course and a few swims were starting to appear within the fleet to mix up the standings. Seasure stamped their authority on the race from the first windward mark and never looked back with CSC taking up the chase, Readycrest and Nils Jolliffe & John Branch in Boatracer.com chased hard, all revelling in the huge but steep waves. Searle & Bell's charge was thwarted as they sent their boat 6 ft. under a wave on the first run as kites flapped regularly across the course! Throughout the race, the racing was furious with Ronstan edging back into the mix for the podium by

the last lap only to over stand the finish line in the increasing pressure and were forced to drop the kite, Readycrest and Boatracer.co.uk stormed back through to claim 3rd and 4th respectively. The final race of the day (Race 9) started in a solid 20 knots and the windy weather pace setters Searle & Bell soon had the lead and this time kept their mast above the boat to romp home for their first win of the regatta. Behind them, the solid pressure and steep swell begun to take it's toll on the chasing pack. The first run saw SP Systems and CSC both checking out their centreboards whilst the second saw Readycrest and Seasure also looking at the wrong side of their hulls wondering what just happened! By the finish it was Boatracer.com taking 2nd just ahead of Ronstan in 3rd. Locals, newcomers and ex I14 sailors Mike Bees & Martyn Worth showed very competent boat handling to come in fourth, just edging out Wayne Dixon & Joel McDonald sailing Rogate into 5th.

At the end of Day 3, the wind and waves had taken it's toll with several boats claiming to be non-swimmers but grins plastered all over the fleet after an awesome days blasting. The second discard kicked in, mixing up the results and the form was set for the final days 2 scheduled races.

- 1st Ronstan - Jono Pank & Andy Ramus (19)
- 2nd Seasure - Dave Hayes & Sean Dwyer (23)
- 3rd Readycrest - Mark Barnes & Tom Pygall (25)
- 4th CSC - Chris Bines & Dave Gibbons (29)
- 5th Boatracer.co.uk - Nils Jolliffe & Jonathon Branch (35)

The fleet awoke to 20 Knots in the dinghy park on the final day with full bellies from the previous nights excellent roast diner. The confident race officer decided that the fleet would be fine with 25 Knots on the course so following a short postponement he released the fleet from the beach. A very apprehensive fleet edged down the slipway, holding boats down as the sails were raised. First out on the race course were Bines & Gibbons who reportedly "got the kite to the first set of spreaders" before being laid flat just in front of the committee boat. Thankfully, the PRO then took pity on the fleet and all racing was abandoned for the day much to the delight of most of the fleet who hadn't got off the beach and especially Jono Pank & Andy Ramus who were delighted with their first Nationals title.

Brightlingsea Sailing Club must be congratulated on hosting a fantastic 2004 National Championship throughout which everyone felt that family atmosphere that really makes a great, great sailing venue just that little bit more special.

Jono Pank

FULL RESULTS

P	No.	Team	Sponsor/Club	R1	R2	R3	R4	R6	R7	R8	R9	NET	PTS
1	771	Jono PANK Andy Ramus	Ronstan RYA	13	1	3	1	8	5	1	5	3	19
2	767	David HAYES Sean DWYER	Sea Sure Southport	2	3	4	14	6	2	5	1	9	23
3	768	Mark BARNES Tom PYGALL	Readycrest HP Whitstable	5	OCS	14	2	1	1	3	3	10	25
4	741	Chris BINES Dave GIBBONS	CSC Brightlingsea	4	5	6	5	3	7	4	2	6	29
5	764	Nils JOLIFFE Jon BRANCH	Boatracr.co.uk Weston	6	10	11	7	4	6	6	4	2	35
6	742	Adrian WILLIAMS Paul HOBSON	Hayling Island	10	4	1	10	12	9	13	6	11	51
7	753	Alan DAVIS Alison WILSON	Stokes Bay	DNS	8	7	3	7	3	8	18	DNF	54
8	725	Matt SEARLE Rich BELL	Hayling Island	3	OCS	2	15	15	17	7	12	1	55
9	625	Will DAVIES Mike ROBBINS	Castle Cove	8	7	5	DNF	5	4	DNC	14	13	56
10	754	Mike BEES Martyn WORTH	Brightlingsea	14	6	12	8	13	8	14	7	4	58
11	750	Piers LAMBERT Tim BEES	Brightlingsea	9	2	10	12	9	12	17	8	DNF	62
12	757	Dan WILLET Stuart PHILLIPS	Brightlingsea	7	OCS	8	4	10	14	12	10	12	63
13	646	Jamie MEARS Matt GILL	Burnham	1	OCS	17	6	2	15	2	DNF	DNF	74
14	743	Richard HARRISON Steve CUMLEY	Weston	11	12	13	13	14	10	10	17	DNF	83
15	766	Wayne DIXON Joel McDONALD	Rogate Whitstable	17	11	9	18	27	21	11	16	5	87
16	770	Simon HADLEY Pete NICHOLSON	Brightlingsea	DNS	DNS	DNS	11	11	13	15	9	7	97
17	763	Andy BLUNDELL James MORLAND	Warsash	15	13	DNF	16	16	23	9	11	DNF	103
18	702	David BRIDLE Tom BRIDLE	Brightlingsea	19	19	25	9	17	11	18	15	15	104
19	732	Henry WELLS Chris HOPKINS	Brightlingsea	DNF	14	16	19	21	19	19	13	DNF	121
20	718	Tom BOWSHER Will PARRETT	Penarth	DNS	21	20	17	19	22	16	DNF	8	123
21	654	Dan COWIN Phil ELTRINGHAM	Ely	16	18	19	23	18	18	22	20	DNF	131
22	735	Dick ROE Kate DULIEU	Great Yarmouth & Gorleston	18	16	23	20	20	25	23	DNF	16	136
23	739	A REID Ali MITCHELL	Brightlingsea	12	22	22	22	23	16	21	DNF	DNF	138
24	733	Tom TAYLOR-JONES Adrian GREEN	Brightlingsea	20	9	15	21	25	20	DNC	DNF	DNF	141
25	747	Neil GRIFFITHS Paul GRIFFITHS		23	15	DNF	28	28	28	20	19	14	147
26	769	Mark CRITCHLEY Tania NICHOLLS	Great Yarmouth & Gorleston	21	17	18	27	24	26	25	DNS	DNS	158
27	737	S CLIFTON Seamus CLIFFORD	Brightlingsea	DNF	20	21	25	22	24	DNS	DNS	DNS	174
28	722	Tom POWELL Peter WARD	Oxford	DNS	24	24	24	26	29	24	DNF	DNS	182
29	719	John PAYNE Mathew HUNT	Brightlingsea	22	23	26	DNS	DNS	DNS	DNS	DNS	DNS	195
30	705	Duncan NICHOLSON Clare NICHOLSON	Brightlingsea	DNC	DNC	DNC	26	29	27	DNS	DNS	DNS	206

Rankings for 2004

After an action packed season that started with a 50 knot storm at Rutland and finished with a chilly drift around Grafham, with a spectacular worlds in Garda sandwiched in between, time to tell you of the winners.

The ranking series was won by team Readycrest Mark Barnes & Tom Pygall, with top five results in every UK event and a top ten in the Worlds, this was the in form team of the year. Snapping at their heels was Team Seasure Dave Hayes & Sean Dwyer whose lack of boat at the end of the season saw their early lead slip away. We hope to see these guys back some time in the future. In third place is Team Sprint Matt Searle & crews Rich Bell & Sandy Ramus - the new UK chairman is always on the pace and is planning more pot hunting next season.

The real competition of the year however, was for the prestigious Crew's Union.

Crew's have proved to be real tarts this season! The winner is a crew who ignored this trend and stayed faithful (that deserves more credit than winning!), so well done to Tom Pygall. In second was JB who led the tarting spree. Rumours are abound of him crewing for an Aussie in the near future. Third was the ever-consistent Sean Dwyer.

Onto the future of the class, best newcomer and best improver. The B14 provides a steep learning curve for all who sails her, that first season can be tough. I know Nils & myself found it difficult and

sometime frustrating, but ultimately during that first season there are glimmers of hope, that three-sailed blast followed by the one perfect gybe, just magic. So all credit to the best newcomers Will Davies & Mike Robbins from Castle Cove, with a ninth in the overall series - you guys have made a giant leap forward especially as you're one of the lighter teams in the fleet, well done and we look forward to visiting Castle Cove next season. In second place is Andy Blundell & James Morland from Warsash, followed by (Ferrari) Bob Clements & Alan Atterbury from Oxford. Best improver this season was Neil & Paul Griffiths, in second was Mark Watts & Tim Rogers who had a great second half of the season. Third is Aussie holidaying Mark & Tania Critchley.

As for next season, start preparing now, break open the piggy bank and start surfing the internet for flights to Sydney. Yes, the Worlds are to be held in the home of Skiff sailing, Sydney harbour. If you've not been there, well don't miss one of the best sailing venues in the world, you don't get a back drop like that at Datchet. Add to all that the great company of the Aussie B14er's, some winter sunshine and beating the Aussie's on their home patch. We'll see you there.

More details are to follow...see you all on the water in 2005.

*Best wishes,
JB
GBR 764*

GET YOUR CHEQUE BOOKS OUT!

2005 B14 Class Membership subscriptions are now due

If you haven't received a subscriptions renewal form in with this magazine, please contact Don & Kate Forster on kate.don@ntlworld.com

At least once person in the boat needs to be a class member for you to take part in any of the circuit events - so please get your subscriptions back before the start of the season

B14 RANKING SERIES - 2004

2004 SERIES POINTS

Current Position	Series Start Position	2004 Ranking Change	Newcomer Best	Boat Number	Helm	Crew	Club	Ranking Points	Datchet	Weymouth	Whitstable	Hayling Island	Eastbourne	World Championships	UK Nationals	Weston	Stokes Bay	Tide Ride	Gratham
								LOADING >> ENTRY >>	1	1	1	1	1	1	1	1	1	1	1
1	6	5		768	Mark BARNES	Tom PYGALL	Whitstable	232.1	18.0	22.0	22.0	23.0	11.0	36.0	36.0	14.0	5.0	25.3	19.8
2	1	-1		767	Dave HAYES	Sean DWYER	Southport	204.3	21.0	21.0	25.0	20.0	13.0	39.6	37.2	0.0	0.0	27.5	0.0
3	3	0		725	Matt SEARLE	Rich BELL	HISC	198.8	20.0	20.0	23.0	19.0	7.0	45.6	30.0	16.0	5.0	0.0	13.2
4	4	0		764	Nils JOLLIFFE	Jon BRANCH	Weston	182.1	17.0	0.0	26.0	25.0	0.0	38.4	33.6	3.0	5.0	26.4	7.7
5	7	2		741	Chris BINES	Dave GIBBONS	Brightlingsea	168.7	19.0	14.0	0.0	3.0	12.0	33.6	34.8	0.0	5.0	28.6	18.7
6	2	-4		758	Tim FELLS	Shaun BARBER	Gratham Water	152.5	12.0	18.0	24.0	22.0	0.0	46.8	0.0	0.0	0.0	29.7	0.0
7	13	6		771	Jono PANK	Richard EDWARDS	Parkstone	122.2	0.0	13.0	0.0	24.0	6.0	40.8	38.4	0.0	0.0	0.0	0.0
8	30	22	2nd BI	748	Mark WATTS	Tim ROGERS	Bristol Corinthian	119.4	9.0	19.0	11.0	16.0	9.0	22.8	0.0	15.0	0.0	0.0	17.6
9	60	51	1st NC	625	Will DAVIES	Mike ROBBINS	Castle Cove	118.1	0.0	15.0	0.0	13.0	0.0	21.6	28.8	5.0	5.0	15.4	14.3
10	10	0		753	Alan DAVIS	Alison WILSON	LOTS	115.4	7.0	0.0	10.0	17.0	0.0	0.0	31.2	10.0	5.0	24.2	11.0
11	9	-2		770	Simon HADLEY	Pete NICHOLSON	Whitstable	108.7	16.0	12.0	0.0	0.0	5.0	16.8	20.4	0.0	0.0	22.0	16.5
12	27	15		646	Jamie MEARS	Matt GILL	Royal Corinthian	103.1	0.0	0.0	21.0	5.0	0.0	30.0	24.0	0.0	0.0	23.1	0.0
13	17	4		742	Adrian WILLIAMS	Paul HOBSON	HISC	100.6	0.0	0.0	20.0	15.0	8.0	25.2	32.4	0.0	0.0	0.0	0.0
14	11	-3		743	Richard HARRISON	Steve CUMLEY	Weston	91.8	14.0	0.0	18.0	21.0	4.0	0.0	22.8	12.0	0.0	0.0	0.0
15	8	-7		757	Dan WILLETT	Stuart PHILIPS	Brightlingsea	85.7	15.0	0.0	13.0	0.0	0.0	20.4	25.2	0.0	0.0	12.1	0.0
16	21	5		734	Steve FISHER	Neil BARBER	LOTS	82.7	0.0	0.0	17.0	18.0	0.0	31.2	0.0	0.0	0.0	16.5	0.0
17	26	9		750	Piers LAMBERT	Tim BEES	Brightlingsea	80.6	0.0	16.0	19.0	0.0	0.0	19.2	26.4	0.0	0.0	0.0	0.0
18	18	0		762	Mark ELKINGTON	Dan BRIDGER	Starcross	78.4	8.0	17.0	0.0	14.0	0.0	26.4	0.0	13.0	0.0	0.0	0.0
19	23	4		654	Daniel COWIN	Beth CONDIE	Burghfield	73.4	0.0	6.0	0.0	12.0	0.0	13.2	14.4	8.0	0.0	19.8	0.0
20	29	9		718	Tom BOWSER	Will PARRETT	HISC	68.0	7.0	11.0	6.0	4.0	0.0	8.4	15.6	0.0	5.0	11.0	0.0
21	28	7		766	Wayne DIXON	Trish DIXON	Whitstable	65.3	0.0	0.0	12.0	0.0	0.0	24.0	21.6	0.0	0.0	7.7	0.0
22	15	-7		756	Jason ANDREWS	Joel MCDONALD	Eastbourne	65.2	0.0	0.0	0.0	0.0	10.0	42.0	0.0	0.0	0.0	13.2	0.0
23	60	37	2nd NC	715	Andy BLUNDELL	James MORLAND	Warsash	59.4	0.0	0.0	0.0	0.0	0.0	0.0	19.2	11.0	5.0	20.9	3.3
24	16	-8		760	Gerry BROWN	Chris FERMOR	Whitstable	58.3	10.0	0.0	7.0	9.0	0.0	18.0	0.0	0.0	0.0	14.3	0.0
25	19	-6		645	Chris SALLIS	Matt FRARY	Gt Yarmouth	52.4	0.0	0.0	16.0	0.0	0.0	27.6	0.0	0.0	0.0	0.0	8.8
26	35	9		702	David BRIDLE	Tom BRADY	Brightlingsea	47.6	0.0	0.0	14.0	0.0	0.0	15.6	18.0	0.0	0.0	0.0	0.0
27	60	33	3rd NC	695	Bob CLEMENTS	Alan ATTERBURY	Oxford	43.9	7.0	7.0	0.0	0.0	0.0	10.8	0.0	7.0	0.0	6.6	5.5
28	55	27	1st BI	747	Neil GRIFFITHS	Paul GRIFFITHS	RVVC	43.2	13.0	0.0	8.0	6.0	0.0	0.0	9.6	0.0	0.0	0.0	6.6
29	60	31	NC	754	Mike BEES	FERRET	Brightlingsea	42.6	0.0	0.0	15.0	0.0	0.0	0.0	27.6	0.0	0.0	0.0	0.0
30	60	30	NC	744	Tim RUMFITT	Will ROGERS	Mengham	41.9	7.0	5.0	0.0	11.0	0.0	0.0	0.0	9.0	0.0	9.9	0.0
31	38	7		733	Tom TAYLOR-JONES	Adrian GREEN	Brightlingsea	35.2	0.0	0.0	0.0	10.0	0.0	14.4	10.8	0.0	0.0	0.0	0.0
32	41	9		732	Henry WELLS	Chris HOPKINS	Brightlingsea	28.8	0.0	0.0	0.0	0.0	0.0	12.0	16.8	0.0	0.0	0.0	0.0
33	45	12		687	Ewan MCLELLAN	Alex MATTHEWS	Largs	28.8	0.0	0.0	0.0	0.0	0.0	28.8	0.0	0.0	0.0	0.0	0.0
34	33	-1		722	Tom POWELL	Rachel WRIGHT	Oxford	27.6	7.0	0.0	0.0	0.0	3.0	7.2	6.0	0.0	0.0	4.4	0.0

B14 RANKING SERIES - 2004

2004 SERIES POINTS

Current Position	Series Start Position	2004 Ranking Change	Newcomer Best	Boat Number	Helm	Crew	Club	Ranking Points	Datchet	Weymouth	Whitstable	Haying Island	Eastbourne	World Championships	UK Nationals	Weston	Stokes Bay	Tide Ride	Gratham
								LOADING >>> ENTRY >>>	1	1	1	1	1	1.2	1.2	1	1	1.1	1.1
35	51	16	3rd BI	769	Mark CRITCHLEY	Tania CRITCHLEY	Great Yarmouth	25.0	0.0	4.0	3.0	0.0	0.0	9.6	8.4	0.0	0.0	0.0	0.0
36	31	-5		716	Chris SEYMOUR	Jane SEYMOUR	Shoreham	24.7	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	18.7	0.0
37	34	-3		735	Dick ROE	Kate DULIEU	Great Yarmouth	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	0.0	9.9
38	60	22	NC	701	Richard MAYO	Fiona RAMUS	HISC	20.0	0.0	9.0	4.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
39	42	3		618	Richard VALENTINE	Simon WEST	Northampton	19.8	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0
40	60	20	NC	746	John LOBB	Chris ANDREWS	RVYC	18.4	0.0	6.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
41	56	15		?	NOBLE	HINXMAN		17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0
42	60	18	NC	771	Richard EDWARDS	Thijs KNAPPER	Parkstone	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
43	60	17	NC	709	Phil ELTRINGHAM	Rachel BENNETT	South Shields	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1
44	40	-4		729	Alex REID	Philip ELTRINGHAM	Dabchicks	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
45	60	15	NC	755	Ben EVANS	Pete DAVIES	Castle Cove	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
46	20	-26		749	Dan PARSONS	Keith BORDERS	Whitstable	9.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
47	60	13	NC	737	S CLIFTON	Seamus Clifford	Brightlingsea	7.2	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
48	60	12	NC	751	Ian PRAINE	Pam PRAINE	Weston	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0
49	24	-25		712	Charles AINSWORTH	Paul ADAMS	Whitstable	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50	60	10	NC	728	Stuart HADFIELD	Chris GRUBE	Chester	4.8	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0
51	36	-15		719	John PAYNE	Matthew HUNT	Brightlingsea	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0
52	60	8	NC	723	Alistair EWING		Weston	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
53	49	-4		705	Duncan NICHOLSON	Clare NICHOLSON	Brightlingsea	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
54	60	6	NC	690	A HIGGS	J ARLYER	HISC	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
55	60	5	NC	685	Thijs KNAPPER	Will NESBITT	France	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
56	5	-51		688	Tim HARRISON	Jonny RADCLIFFE	Burnham	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
57	46	-11	NC	707	Amir SHMASUDDIN	Chris JEEVES	Gratham Water	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
58	37	-21		668	Joanna PIEPER	David SMITH	Whitstable	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
59	14	-45		763	Don FORSTER	Kate FORSTER	Weston	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
60	25	-35		xxx	Matt FLINT	Simon WEST	Northampton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
61	32	-29		xxx	Spike DANIELS	Neil BARBER	HISC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62	48	-14		xxx	Doug BIRD	Pip	Whitstable	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
63	44	-19		765	Richard CANNON		Whitstable	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
64	39	-25	NC	745	Paul PATRICK	Dom HARMAN	Ensworth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
65	60	-5		717	Robert RUSHTON	Will PERRET	LOTS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
66	22	-44		709	Andy BROWN	Alex MATTHEWS	West Kirby	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
67	53	-14	NC	704	Danny JOHNSTON	BROOKS	Ensworth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
68	54	-14	NC	673	Francis STILEMAN		Whitstable	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

B14 CREWS UNION

2004 SERIES RESULTS

Position	Crew	Series Points	2004 SERIES RESULTS									
			Datchet	Weymouth	Whitstable	Hayling Island	Eastbourne	UK Nationals	Weston	Stokes Bay	Tide Ride	Grafham
		LOADING >> ENTRY >>	1 19	1 20	1 24	1 23	1 11	1.2 30	1 14	1 8	1.1 25	1.1 16
1	Tom PYGALL	174.1	18.0	0.0	22.0	23.0	11.0	36.0	14.0	5.0	25.3	19.8
2	Jon BRANCH	172.7	17.0	22.0	26.0	25.0	7.0	33.6	3.0	5.0	26.4	7.7
3	Sean DWYER	164.7	21.0	21.0	25.0	20.0	13.0	37.2	0.0	0.0	27.5	0.0
4	Dave GIBBONS	135.1	19.0	14.0	0.0	3.0	12.0	34.8	0.0	5.0	28.6	18.7
5	Pete NICHOLSON	117.9	16.0	12.0	0.0	14.0	5.0	20.4	12.0	0.0	22.0	16.5
6	Rich BELL	117.0	20.0	20.0	23.0	19.0	0.0	30.0	0.0	5.0	0.0	0.0
7	Alison WILSON	115.4	7.0	0.0	10.0	17.0	0.0	31.2	10.0	5.0	24.2	11.0
8	Shaun BARBER	105.7	12.0	18.0	24.0	22.0	0.0	0.0	0.0	0.0	29.7	0.0
9	Tim ROGERS	96.6	9.0	19.0	11.0	16.0	9.0	0.0	15.0	0.0	0.0	17.6
10	Mike ROBBINS	96.5	0.0	15.0	0.0	13.0	0.0	28.8	5.0	5.0	15.4	14.3
11	Steve CUMLEY	79.8	14.0	0.0	18.0	21.0	4.0	22.8	0.0	0.0	0.0	0.0
12	Sandy ANUS	78.6	0.0	0.0	0.0	11.0	0.0	38.4	16.0	0.0	0.0	13.2
13	Chimp HOBSON	75.4	0.0	0.0	20.0	15.0	8.0	32.4	0.0	0.0	0.0	0.0
14	Matt Gill	68.1	0.0	0.0	21.0	0.0	0.0	24.0	0.0	0.0	23.1	0.0
15	Stuart PHILIPS	65.3	15.0	0.0	13.0	0.0	0.0	25.2	0.0	0.0	12.1	0.0
16	Tim BEES	61.4	0.0	16.0	19.0	0.0	0.0	26.4	0.0	0.0	0.0	0.0
17	Will PARRETT	59.6	7.0	11.0	6.0	4.0	0.0	15.6	0.0	5.0	11.0	0.0
18	James MORLAND	59.4	0.0	0.0	0.0	0.0	0.0	19.2	11.0	5.0	20.9	3.3
19	Chris FERMOR	58.3	10.0	0.0	7.0	9.0	0.0	18.0	0.0	0.0	14.3	0.0
20	Neil Barber	51.5	0.0	0.0	17.0	18.0	0.0	0.0	0.0	0.0	16.5	0.0
21	Paul GRIFFITHS	43.2	13.0	0.0	8.0	6.0	0.0	9.6	0.0	0.0	0.0	6.6
22	Richard EDWARDS	43.0	0.0	13.0	0.0	24.0	6.0	0.0	0.0	0.0	0.0	0.0
23	FERRET	42.6	0.0	0.0	15.0	0.0	0.0	27.6	0.0	0.0	0.0	0.0
24	Joel McDonald	39.8	0.0	0.0	0.0	5.0	0.0	21.6	0.0	0.0	13.2	0.0
25	Spike Daniels	39.0	0.0	0.0	18.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0
26	Alan ATTERBURY	33.1	7.0	7.0	0.0	0.0	0.0	0.0	7.0	0.0	6.6	5.5
27	Tom BRIDLE	32.0	0.0	0.0	14.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0
28	Dan BRIDGER	30.0	0.0	17.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0
29	Matt FRARY	24.8	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
30	Kate DULIEU	23.1	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	0.0	9.9
31	Phil ELTRINGHAM	22.4	0.0	0.0	0.0	0.0	0.0	14.4	8.0	0.0	0.0	0.0
32	Chris LLOYD	22.0	8.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0
33	Will ROGERS	21.0	7.0	5.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0
34	Adrian GREEN	20.8	0.0	0.0	0.0	10.0	0.0	10.8	0.0	0.0	0.0	0.0
35	Fiona RAMUS	20.0	0.0	9.0	4.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
36	Simon WEST	19.8	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0
37	Don FORSTER	19.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.8	0.0
38	Trish DIXON	19.7	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0
39	Jane SEYMOUR	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.7	0.0
40	Chris ANDREWS	18.4	0.0	6.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	4.4
41	HINXMAN	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0
42	ENGLISH	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0
43	Chris HOPKINS	16.8	0.0	0.0	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
44	Tania CRITCHLEY	15.4	0.0	4.0	3.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0
45	Thijs KNAPPER	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
46	Rachel WRIGHT	14.4	7.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	4.4	0.0
47	Chris COULTARD	14.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
48	Rachel BENNETT	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1
49	Pete DAVIES	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50	GREGORY	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	0.0
51	Keith BORDERS	9.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
52	Beth CONDIE	8.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
53	Paul ADAMS	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
54	Will NESBITT	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
55	Chris GRUBE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Carbon Mast Update

As I write this, the vote is nearing completion and I am sure that by the time you read this then the B14 class will have officially adopted the carbon mast. As you are all by now aware, there will be two B14 mast builders internationally, CST in Australia and Selden in the UK. Firstly I would like to assure you that this decision was not taken lightly however we feel that ultimately it will offer the best solution to worldwide supply of carbon masts.

The aim of the initial brief was to develop a carbon rig that offered similar bend characteristics to the current alloy rig, that was robust and reliable and that cost within £200 of the current mast. I am pleased to say that we are well on the way to achieving this. Although Selden made the very first mast in the UK several years ago, the majority of recent development has been occurring with the assistance of CST. Clive Watts has been very enthusiastic and helpful, putting a lot of time and effort into supplying the class with 4 development masts. Myself and other key sailors in the fleet have driven the bend specification by looking at the data supplied by Clive and sailing with the different masts in a variety of conditions. The mast you all saw at Brightlingsea nationals was the first to be made by CST and since then we have made 3 more. The focus of the development has been to make the upper part of the mast more responsive whilst not compromising the overall bend and stiffness of the rig. As a result the CST4 mast is spot on and I am confident that we now have an optimised product.

I am now working very closely with Selden to develop a rig with exactly the same bend specification as the CST4 mast. I am aware that some of you may be sceptical about this however I assure you that Selden have the most up to date software and filament winding machinery on the market and I am confident they can match the specification. It is our intention to write a build manual that will specify the bend specification, the mast weight and centre of gravity, the diameter range and will include recommendations for fittings.

I feel it is important that you understand where we have come from and where we are aiming to be in this development. Bend testing of UK and Australian alloy rigs revealed wildly different characteristics. Consider these factors; the modulus and strength of the alloy in these masts varies from batch to batch and from country to country, the OZ mast is a round tube with a riveted track compared with the co-extruded UK mast and add the track used on the glass tips is made from plastic in OZ and from aluminium in the UK. This all adds up to around a

30% difference in deflection of the mast when under load during the bend test. This makes the masts behave significantly differently and I am sure has led to some of the speed differences we saw in different conditions at Garda.

With the Carbon masts we are aiming for a bend specification tolerance of 5%. Selden is confident that they can produce a mast with a bend specification within 5% of the CST 4. We will therefore have significantly more consistency than we ever had before between the UK and Australian fleets and this can only serve to make the racing closer and more exciting. This will also help to drive sail development forward and encourage a competitive market.

The current plan is for Ovington Boats to distribute the Selden mast within the UK. Selden will hold a small stock of tubes in their factory and Ovington's will hold a small stock of rigged masts ready to go. This system should allow prompt supply of new rigs and replacement rigs if required. CST masts can still be purchased directly from Australia in the same way that you would be able to buy a rudder blade and stock from Bethwaite boats. This will result in the cost of a CST rig being around £200 more than the Selden rig due to transport and import duties, however it is possible that CST may appoint a distributor in the UK and this matter is still under discussion. Ultimately the two masts should perform equally and we imagine sailors in the UK will purchase the Selden rig simply through convenience, knowledge of local backup and stock availability.

And finally on to repair, as many of you are now aware it is possible to repair carbon masts. Typically the damaged area would be around 100mm in length. The basic principle involves tapering the ends of the broken tube sections and bonding a pre-made sleeve into the ends of the tubes. A covering laminate is then wrapped over the joint to bring the mast walls up to thickness again. If a break occurs in the lower part of the mast it is fairly easy to fix as the mast has a high stiffness in this part and repairs will not impact the bend characteristics. If a break occurs in the top section then the laminate must be very carefully made up so as to maintain the original stiffness. Both carbon masts are made in two pieces and so if there is a bad break then it will simply be a case of buying a new top or bottom section as with the current alloy rig.

So in summary, at the time of writing, we have a CST rig that is the result of about 3 months testing and which is now matching our requirements. We will be winding a Selden mast in the coming weeks to

match this specification, following which we will test sail and compare with the CST. There may be a few more tweaks to make after that but I hope to have a mast from Selden that is within the bend specification by the second week in March. CST will also not be winding any masts until March, as they want the current rig out on the water until then to prove

reliability. Hence all being well you should be able to take delivery of a new carbon stick by the end of March this year! I will try and update you on this via the website if anything changes.

*Regards,
Matt Searle*

Tuning Tips for B14

OVERVIEW: Following on from last year's article of which a modified version of the table is included will divulge what has been noted of rig advancements in 2004. The table is a guide and not absolute as some of the front boats do have slight variants.

There is some slight replication on last year's article but think this necessary as there are many new members who will be reading this for the first time and without its inclusion would not make sense.

Though there is a strong possibility we will be transferring to Carbon masts in 2005 - 2006 the principals of the rig will stay the same.

MAST RAKE: 2004 has been a year of the all or nothing breeze. We have therefore been looking to generate more power from our rigs while maintaining the rig's balance. Mast rake as many of us know, to a certain extent controls the amount of power the rig generates and can move the centre of effort (COE) fore and aft which in turn may change the trim of the boat if all other things are equal.

One area several of us have been looking at is making the mast more upright and reducing the prebend. This has been achieved in two ways, we have shortened the forestay on the vernier (within the rules) and in doing so straightened the mast slightly as we have not changed the chock in the mast gate. On the Rondar boats the gap at the back of the mast should be between 5-8 mm and on the Ovington mast add a chock made of old mast (this is about 1.8 mm but will also assist in spreading the load and so avoid creating a loading point resulting in possible mast failure.

We have sailed with a range of mast rakes ranging from 7050 mm to 7185 mm keeping the same pre-bend profile.

As long as the luff curve still fits and the mainsail's draft/fullness still looks good then you will have gone some way to powering up the rig.

In the table I have highlighted the 2003 and 2004 rakes. It may not look a lot but the result is very noticeable in how the boat sits in the water and sails as the bow is trying to drive in slightly and stern lift. All those who sail in the class know that lifting the

stern is something we are all trying to achieve. If you move the mast tip aft the opposite will occur, less righting moment will be required, the bow will start to lift and the stern to sink. To counteract this, in upwards of 15 knots, the hull should generate lift at the stern and move past the speed bump required to lift the stern and so reduce drag.

The Merlin Rocket and N12 classes adjust their rigs to the wind condition so can continuously optimize the rig. We do not have that luxury and we found out to our cost in the first two days at the Worlds as we raked our rig convinced the Ora would kick in but alas it did not and we finished mid fleet. After a night on the Margarittas with Dave Hayes and Ferrari Bob (think we were thrown out at 0430 hrs.) we threw caution to the wind and set the boat up to our light airs settings. The wind at times picked up but we coped with it and never looked back. So what I am saying is that it is better to have to think of depowering than trying to look for power when considering your options.

With the B14 as you rake/pre-bend the mast you will need to lift the plate or sail with windward heel to keep the helm neutral. This is where the art of the infamous numbers come in to play and the learning curve for speed as well as boat handling starts.

This may not sound a lot but it can drastically alter the way the boat handles and the power the rig generates. Several of the top boats including Dave Hayes and Sean Dyer do not alter their forestay measurement and just learn to control the power and the downhill unpredictability as the bow clips the waves. They and several others have mastered this aspect but many of the fleet tend to get wet following this route. The most upright that any of the fleet have recently been sailing with is 7190 mm (apologies if I am wrong).

Note: When you rake the rig you drastically alter the jib sheeting and tack leverage angles, so be aware of this when making changes.

JIB SETTINGS: This is so important when trying to get the best out of the rig. Upwind the important thing is to get even camber throughout both the jib

and mainsail so as to avoid laminar separation due to the slot being to open or choked. Don't be frightened to turn up at an event with many sets of tell tales on your sails. On the mainsail run a set from top to bottom about 33% from the luff. Some may pull your leg but it is the fastest way to learn what is happening to the laminar flow over the sails. When you outpoint them and foot faster through the water, they won't be laughing so much. Next time on a plane look at the vortex coming off the back of the wing and try to think of the wing section as a sail. It will help in the understanding of laminar flow. Bernoulli's Theorem goes a long way to explaining why some boats point and others do not when using the same gear. Where there is slow flow in a fluid (air and water), you will find increased pressure and where there is increased flow in a fluid, you will find decreased pressure. If you unbalance the pressure on either side of the foil as in the later and have a low and high pressure on either side of the sail, then the low-pressure area will generate lift. When the slot works then this will be the result and when it is choked you will get slow flow and so generate less or no lift. In a real flow, friction plays a large role a lot of the time, so you may have a large pressure drop (decrease in pressure) just to overcome friction but in air this is minimal and with 3DL sails this is further reduced. The Bernoulli effect is simply a result of the conservation of energy and enables you to generate more speed and generate less drag than the opposition.

Adjusting the height of the tack on the jib will allow you to adjust the twist in the jib along with tension on the jib sheets. You should be aiming to find the 4 - 8 knot setting for your jib and then work from there to find your light and heavy air settings. Do not forget that in choppy seas you will need to ease the jib sheet tension to allow some panting due to the pressure on the slot changing as the boat speed changes when going through the waves. Sometimes the settings may be different on each tack due to the angle that the boat attacks the waves.

Note: In big winds, ratchets are essential so helping the crew to play the jib over the waves.

MAINSAIL: The mainsail should be adjusted together with the jib. Though this is the bigger sail the setting up of the sail is less crucial than the jib as you can constantly adjust every aspect of it as you are sailing. You should adjust the length of the aft horse to enable the boom to sheet as near to the centreline as is possible in all conditions. This may mean adjusting between races if the conditions change significantly. Using Hertsog (blue) this is very simple and easy to fit and adjust on the water. If you still have a wire one consign it to the bin.

Prior to going afloat, it is important to make sure that the pre-bend of the mast fits the camber of the

mainsail luff. If this is not the case, the sail will not adopt its designed shape and will not then work at optimum efficiency. You should also check that the battens have equal tension on all of them. If you have not done this before, rig the boat on its side and support the mast at the lower spreaders and gradually adjust the battens till you remove all the creases and get even camber. Do not over tension the battens or you will damage the sail and alter the shape.

Cunningham: On the B14, too many people pull the Cunningham on too hard too early. This will bring the draft (deepest point of the camber) forward and so cause laminar separation at the leach, inducing drag. You should aim to snug the Cunningham down only to reduce the size of the horizontal creases, reducing friction/laminar separation over the sail but not alter the sail's shape in upwards of approximately 8 knots. Ease the mainsheet slightly before pulling on too hard as this will cause less damage to the slot.

The Ian Simpkin (SS04) mainsail is asymmetric cut so will experience less distortion when the Cunningham is adjusted.

Kicker: The kicking strap's primary job is to hold the leach straight and stop the rig twisting off when not required to do so. Generally the mainsheet is used to hold the boom on the centreline in up to 8 knots. From this point as the wind increases, the kicker is applied to hold the leach with approximately 3-6 in of twist. In strong winds the twist will increase as the mast has a fiberglass tip, so be careful not to apply too much tension or it may result in damaged kit or possibly gear failure. It is worth fitting a Vernier (look at 695, 767 or 768) on the boom to enable you to visually see how much tension you are applying. We have now used one for 2 years and found it very good for finding reference points.

Dagger board: Make sure the foil's profile is as good as you can possibly make it. The materials are readily available and there are no excuses. Just think how long you spend driving to the event and earning the money to participate. The foils should be finished to 1,000 grit but 400 grit will do. Mark the plate at 45 mm intervals from the handle holes working to the tip. The handle holes should be zero and the final marking should be 6 (No. 6 only used in flat water in lots of wind).

Kite Pole: Make sure the pole goes right out. If you do not do this the luff of the kite will not hold and the kite will sag resulting in loss of power, which will mean you will not be able to sail as deep as other boats. Measure the other boats in the dinghy park to enable you to verify your pole projects to the right length. They do vary and it makes a lot of difference when sailing downwind.

*Mark Barnes
Technical Officer*

TABLE SHOWING THE DESIRED SETTINGS

TABLE SHOWING THE DESIRED SETTINGS									
Point of sailing									
Upwind									
Wind Speed (knots)	0 - 4	4 - 8	8 - 12	12 - 16	16 - 20	20 - 24	24 - 28	28 - 32	32 - 36
Wave conditions	flat	flat	Slight chop	Slight chop	Short chop	Slight chop	Steep Short chop	Steep Short chop	Big Seas
Jib Tack Hole	Prime hole plus 1 (raise)	Prime hole	Prime hole minus 1 (lower)	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole minus 1	Prime hole possibly minus 2
Jib sheet Adjustment	Ease slightly	Prime setting	Ease slightly	Ease slightly	Ease slightly	Ratchet on ease 50mm	Ratchet on ease 50mm	Ratchet on ease 100mm	Ratchet on ease 150mm
Cunningham Adjustment**	No tension	No tension	No tension	Snug up	Snug up	Snug up	Snug up	Medium tension	Medium tension
Kicking strap Adjustment	Set for downwind No tension	Set for downwind No tension	Set for downwind No tension	Tension to hold leach	Tension to hold leach from panting	Tension to hold leach slight boom deflection	Tension to hold leach slight boom deflection	Tension to hold leach medium boom deflection	Tension to hold leach medium boom deflection
Dagger board	Zero	zero	zero	Raise to 1	zero	Raise to 3	Raise to 2	Raise to 4	Raise to 3
Sailing Position	Pointing	Pointing	Pointing	Pointing	Pointing	Crack off slightly	Pointing	Crack off and plane	Crack off and plane
Rake (mm) 2003	7150 7170	7150 7170	7150 7170	7150 7170	7150 7170	7150 7170	7140 7150	7120 7150	7120 7150
Rake (mm) 2004	7170 7185	7170 7185	7170 7185	7170 7185	7170 7185	7170 7185	7150 7170	7150 7170	7150 7170
Caps	Prime hole	Prime hole	Prime hole	Prime hole	Prime hole	Prime hole	Drop 1 hole	Drop 1-2 holes	Drop 1-2 holes
Forestay tension*	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25	23 - 25
Forestay tension**	25 - 27	25 - 27	25 - 27	25 - 27	25 - 27	25 - 27	25 - 27	25 - 27	25 - 27
Lowers tension*	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35	33 - 35
Lowers tension**	35 - 37	35 - 37	35 - 37	35 - 37	35 - 37	35 - 37	35 - 37	35 - 37	35 - 37
Caps Tension*/**	5 - 10	5 - 10	5 - 10	5 - 10	5 - 10	12 -14	12 -14	14 -15	14 - 15
Crew Postion	Foredeck	Foredeck onto rack horn	Foredeck onto rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike on rack horn	Powered up hike behind rack horn
Helm position	Front of rack	Front of rack by crew	Front of rack by crew	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack	Powered up hike on rack back
Point of sailing									
downwind									
Crew Postion	Foredeck	Foredeck onto rack horn	Foredeck onto rack horn	Sitting on rack horn	Sitting on rack horn	Powered up hike on rack	Powered up hike on rack	Powered up hike at back of rack	Powered up hike at back of rack
Helm position	Front of rack	Front of rack by crew	Front of rack by crew	Sitting on edge of rack	Sitting on edge of rack	Powered up hike on rack	Powered up hike on rack	Powered up hike at back of rack	Powered up hike at back of rack
Sailing Position	Sail mid course	Sail mid course	Sail mid course	Sail mid course	Sail waves	Hot up increase pressure	Hot up increase pressure	Sail flat out	Sail flat out
Cunningham Adjustment	No tension	No tension	No tension	No tension	No tension	No tension	No tension	No tension	No tension
Kicking Strap Adjustment	Set for downwind No tension	Set for downwind No tension	Set for downwind No tension	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark	Ease slightly at windward mark

All tensions are taken using a spring loaded Loos Rig Tension Gauge.

Note: * Rondar built boat.

** Ovington built boat

*** Not easing the Cunningham and Kicker when sailing with a lot of tension upwind can result in either a slightly bent boom or mast when sailing downwind. This is a common problem with asymmetric boats.

Conclusion: The above table is purely a guide and is set at the average crew weight of approximately 23.5 stone. For lighter crews they would have to depower earlier and for heavier crews depower later. Heavier crews may find that they need to leave the plate down a bit more (one notch) as the boat will be generating more resistance in wind and so require a little more grip.

If you follow the principles of the table you will find the boat easier to sail and hopefully you will become more competitive.

If you wish to discuss any of the above I will be on the circuit or message board to respond to your queries.

The Christmas Bash

It was Winchester's turn to play host to the B14 annual celebration of the birth of the baby Jesus. Proceedings commenced with mince pies and carols round the fire at my place. The new father brigade were nominated to change the nappies and read bed time stories at Aid's house and it was therefore up to their women folk to attack the lashings of champagne that we had to hand. The mince pies remained fairly intact approximately an hour later, the champers did not.

The team was reunited at my local the "Foresters" where Martin and his merry men were preparing our Thai feast. Meanwhile refreshments were taken at the bar. We were sharing the venue with young ladies 30th birthdays, which sounded like a promising, option. It was however not long till the single amongst us opted for the "lets get hammered option" after the visual disappointment that was our co-partiers.

The food arrived and Martin had done us proud, piles of unpronounceable lovelies. There were, of course, a number of traditional moments involving a glass of wine and after dinner it was only right to make a presentation to Tim Fells who had made a last minute celebrity appearance. The wine and the gravitas of the moment left everyone feeling a little emotional and I think Tim realised where his heart lay. Hopefully we have done our work and will see him back on the race track next year; it is really not the same without him.

Our good friend Cath supplied us with the late night venue where we danced the night away and if anyone can remember anything about that part of the night then you a better player than me.

Looking forward to cuffing you all on the race track again this year!!!!

Sandy

Forthcoming Events

The season kicks off this year with a warm-up in Hamble at the Hamble Warming Pan. Many of the local sailors will be joining in, with the B14 being one of the few invited boats it should be worth a trip.

The UK series then starts with Rutland on the 19/20th March. We have a good spread of events this year with 4 South Coast, 3 East Coast & 3 Inland Open meetings. With the Nationals in Paignton in August and many people planning to be down for the week, it should be a great holiday atmosphere. We've also got two new venues this year, continuing the classes' policy of going to clubs where fleets are growing. The European's at Castle Cove & the Open at Great Yarmouth should spice up the year for those of us who've been doing the circuit a while.

Now you've got the fixture list, get the dates in

your diary and get onto the accommodation hunt. It's always worth spending some time early in the season working out where you're going to stay. Many clubs have friendly members, and there are always accommodation lists on the clubs websites.

If you're new to the fleet, then get yourself along to the open meetings, as this is the best place to learn how to sail the boat. You'll find the fleet friendly and happy to share their wisdom on sailing the best value skiff about!

See you on the Road

Nils Jolliffe
Vice Chairman

B14 Training for 2005

Well, what a year...A circuit just loaded with action....loads of new faces, new members, new friends, new chairmen, new boats, new crews, new combo's, new romance, new wives, new kids, new buggies, an "official" retirement from class stalwart Tim Fells, and even the machine has malfunctioned on a couple of occasions.

We've had all conditions at all types of venues and as the boats become more standard (80% of the fleet using a very similar sail design) the racing just gets tighter and tighter.

The training schedule was expanded and squeezed into the busy schedule for 2004, two weekends were planned, everyone fired up to build on the previous year's Oxford stunner. The first was early in the season, April at Oxford - the popular central venue. The second was at an east coast venue, mid season - the ever hospitable Whitstable.

Both weekends were extensively planned and 11 teams attended across the two weekends and received fantastic, up close and personal input from the class experts. Thanks must be lauded on the team from 2004; Nils Jolliffe, Jon Branch, Joel McDonald, Matt Searle, Tim Fells & Andy Ramus. Thanks should also go to both clubs for the warm welcome, the support, the use of their facilities and to all the members who helped make them work.

The Training plan for 2005 has taken shape and were pleased to announce that this years training format is for a single, early season action packed weekend and we've (thanks chimp) secured the services of Chris Draper, Olympic medal winning 49er sailor, who will be heading up the coaching team supported by some of the leading class sailors.

The B14 2005 Training Weekend is 2/3rd April at Grafham Sailing Club.

We're very excited about this weekend, at one of the best inland waters with room for two courses

within easy reach of the shore.

The overall theme for the weekend is self coaching. During the whole weekend we will discuss this with regards to what we see on the water with the individual sailors as well as helping with coaching information on the day. The objective is for the sailors to learn some new skills on the day but be able to facilitate further learning afterwards. To change the bias a little for the weekend, the evening chat on Saturday will be on Racecourse decision-making.

Basic schedule

Saturday 2nd April

10am Meet Rigged and changed

1800-1900 Lecture

Dinner and well earned beers

Sunday 3rd April

0930 Brief

1600 Final de-brief and off

Structure

- 4 Training sessions, last session to include 3 races.
- Chris moving around each group twice, with the class coaches covering the other.

So put it in your diary and tell your family & friends you're off!

2/3rd April

Grafham Sailing Club

Costs £30, payable on the day. The limit is 24 boats and will be allocated on a first come first served basis....so get your entry into me, by email ASAP

Accommodation, see

[www.http://www.grafham.org/accommodation.htm](http://www.grafham.org/accommodation.htm)

Please email me with any questions

See you on the racecourse soon.

Jono Pank

B14 Training Officer



Chris Draper and Simon Hiscocks - Bronze Medallists at Athens 2004.

Race Reports from 2004

BRIGHTLINGSEA

Brightlingsea Sailing Club hosted an awesome 10th Anniversary B14 Nationals over an extended August bank holiday weekend with 11 races scheduled across the four days. Reigning National & European Champions Dave Hayes & Sean Dwyer sailing Sea-Sure were there to take on the challengers, with the main contenders expected from; World Championship bridesmaids Matt Searle & Rich Bell, Brightlingsea local & Hornet class legends Chris Bines & Dave Gibbons sailing CSC plus others who had shown sporadic form across the season but failed to shine at the worlds in the shape of Mark Barnes & Tom Pygall sailing Readycrest. Jono Pank & "Top Gun" Andy Ramus sailing Ronstan and Nils Jolliffe & Jon Branch sailing Boatracer.com.

The racing kicked off just outside the river mouth at 1pm on Friday in a consistent 10 knots. Jamie Meers and Matt Gill sailing Pica trading place with Readycrest till the final lap clearly demonstrated "you're only as good as your last race" to follow up their final race win at the recent world championships by leading at every windward mark with Ready crest fading on the last lap to take the first championship bullet from Hayes & Dwyer in SeaSure who pulled back from 15th at the first mark with Matt Searle & Rich Bell completing the podium. Race 2 saw some defining moments in the course of the championships as a very packed start line saw the fleet pushing hard. A closely fought race saw Searle & Bell just edge out Readycrest for the bullet however the elation was to be short lived as both boats were deemed OCS, handing the race victory to Jono Pank & Andy Ramus in Ronstan closely followed by Piers Lambert & Tim Bees and the reigning champions in Seasure, showing great consistency to post another podium position in 3rd. Aids Williams & Paul Hobson sailing SP Systems had also begun their charge, sporting the classes new prototype carbon rig, claiming 4th place. Race 3 kicked off in similar conditions with SP Systems continuing to demonstrate their mastery of the conditions to claim the final race of the day to edge out the consistent Searle & Bell with Ronstan holding off the reigning champions in Seasure for the final podium slot. So at the end of Day 1 with all races to count, consistency was the name of the game for the leaders. 1st Seasure - Dave Hayes & Sean Dwyer (2,3,4) 2nd= CSC - Chris Bines & Dave Gibbons (4,5,6) 3rd= SP Systems - Aids Williams & Paul Hobson (10,4,1)

Day 2 dawning with beautiful sunny weather but a notable absence of wind. Following a 2 hour postponement, the fleet headed out in the slowly building sea breeze for the scheduled 3 races. Race 4 kicked off and the slightly biased line handed the upper hand to those able to tack onto port early. At the first mark, Readycrest led from a very tightly bunched pack and continued to extend with Ronstan bridging the gap on the run to follow round in second place. These two continued to match race away from the fleet throughout the race with Ronstan gaining the upper hand on the final lap to record their second race win. Alan Davis & Alison Wilson started an impressive day's form with their first podium finish of the regatta to take third ahead of the rapid Dan Willett & Stuart Phillips. Race 5 kicked off in quick succession and Readycrest continued where they left off to lead at every mark and claim their first win of the regatta,

behind them the pack fought hard for every inch and places changed frequently. Pica came back to form on top of the scrum ahead of the ever constant CSC who were claiming their first podium of the championship although had not yet put a foot out of the top 6. Race 6 saw a repeat of race 5 as Readycrest stormed away again to round out their day with yet another victory and to bring themselves right onto the heels of the leaders. Meanwhile, behind their dominance, the pack fought hard again. Seasure emerged the best of the rest with the next 5 boats finishing within 10 seconds of each other. Davis & Wilson grabbed another 3rd ahead of the rapid fleet newcomers Will Davis & Mike Robbins in 4th whilst Ronstan launched in at the finish from a one gybe run to round out the top 5. At the end of Day 2, with one discard, the championship's form was becoming clearer. 1st Seasure - Dave Hayes & Sean Dwyer (17) 2nd Ronstan - Jono Pank & Andy Ramus (18) 3rd= CSC - Chris Bines & Dave Gibbons (23) 3rd=Readycrest - Mark Barnes & Tom Pygall (23)

Day 3 dawned with rain, a solid 15 knots and plenty more in the forecast to build during the day. The previous evening's pub crawl seemed to have had some impact on the fleet as very few were actually at the line for the scheduled kick off time... Thankfully the PRO postponed the race slightly to allow the fleet to gather! Race 7 finally got going and Ronstan's pre race dip seemed to have woken them up first! They led by the first leeward mark and held out to bag another race win ahead of the resurgent Pica edging out an overlapped Readycrest who were maintaining their championship charge in third. Race 8 and the breeze was already up to 18 knots, the skiffs now fully flying on all legs of the course and a few swims were starting to appear within the fleet to mix up the standings. Seasure stamped their authority on the race from the first windward mark and never looked back with CSC taking up the chase, Readycrest and Nils Jolliffe & John Branch in Boatracer.com chased hard, all revelling in the huge but steep waves. Searle & Bell's charge was thwarted as they sent their boat 6 ft. under a wave on the first run as kites flapped regularly across the course! Throughout the race, the racing was furious with Ronstan edging back into the mix for the podium by the last lap only to over stand the finish line in the increasing pressure and were forced to drop the kite, Readycrest and Boatracer.co.uk stormed back through to claim 3rd and 4th respectively. The final race of the day (Race 9) started in a solid 20 knots and the windy weather pace setters Searle & Bell soon had the lead and this time kept their mast above the boat to romp home for their first win of the regatta. Behind them, the solid pressure and steep swell begun to take it's toll on the chasing pack. The first run saw SP Systems and CSC both checking out their centreboards whilst the second saw Readycrest and Seasure also looking at the wrong side of their hulls wondering what just happened! By the finish it was Boatracer.com taking 2nd just ahead of Ronstan in 3rd. Locals, newcomers and ex I14 sailors Mike Bees & Martyn Worth showed very competent boat handling to come in fourth, just edging out Wayne Dixon & Joel McDonald sailing Rogate into 5th.

At the end of Day 3, the wind and waves had taken it's toll with several boats claiming to be non-swimmers but grins plastered all over the fleet after an awesome days blasting. The second discard kicked in, mixing up the results and the form was set for the final days 2 scheduled races.

- 1st Ronstan - Jono Pank & Andy Ramus (19)
- 2nd Seasure - Dave Hayes & Sean Dwyer (23)
- 3rd Readycrest - Mark Barnes & Tom Pygall (25)
- 4th CSC - Chris Bines & Dave Gibbons (29)
- 5th Boatracer.co.uk - Nils Jolliffe & Jonathon Branch (35)

The fleet awoke to 20 Knots in the dinghy park on the final day with full bellies from the previous nights excellent roast diner. The confident race officer decided that the fleet would be fine with 25 Knots on the course so following a short postponement he released the fleet from the beach. A very apprehensive fleet edged down the slipway, holding boats down as the sails were raised. First out on the race course were Bines & Gibbons who reportedly "got the kite to the first set of spreaders" before being laid flat just in front of the committee boat. Thankfully, the PRO then took pity on the fleet and all racing was abandoned for the day much to the delight of most of the fleet who hadn't got off the beach and especially Jono Pank & Andy Ramus who were delighted with their first Nationals title.

Brightlingsea Sailing Club must be congratulated on hosting a fantastic 2004 National Championship throughout which everyone felt that family atmosphere that really makes a great, great sailing venue just that little bit more special. The circuit now moves on to Weston Sailing club on the 18th September where a large turnout is expected.

SEA SURE WINS AT DATCHET

Nineteen B14s were at Datchet on 3 and 4 April, together with the other Ovington classes - 29ers, 49ers, 59ers and Musto Skiffs.

With the water level up and the wind up too, it was going to be an exciting event.

Current World Champion Tim Fells with new crew Shaun Barber started as they meant to carry on by leading out of the blocks and going on to win the first race by a country mile.

Late out onto the water and without a watch between them last years National champions Dave Hayes and Sean Dwyer in Sea-Sure made a slower start, but wriggled through to finish second, followed by Matt Searle and Rich Bell who had pulled through from an even worse start (OCS and having to round-the-end) to gain third.

Race two saw a tight battle for the lead between Tim and Shaun and Matt and Rich before, with Tim and Shaun seemingly having gained the upper hand, their rig came crashing down in an almighty gust. Matt and Rich went on to win, followed by Dave and Sean, who won the five-way battle for second in front of Chris Bines and Fraz in third.

With Tim and Shaun out of the picture and the wind strengthening still more, Matt and Rich took an early lead in race three, but when a windsurfer fell off right in front of them they had nowhere to go but down. Simon Hadley and Pete Nicholson took over the lead but Dave and Sean chased them down and got through before the finish. Simon and Pete had time for a swim before finishing second, just in front of Chris and Fraz.

All this action left Dave and Sean as the overnight leaders.

With Sunday dawning with much the same amount of breeze as Saturday, and the conditions not looking too

inviting, the fleet suddenly turned into Millwall or Sunderland supporters and called it a day.

- 1. 767 - Dave Hayes & Sean Dwyer (Sea-Sure) - Southport
- 2. 725 - Matt Searle & Rich Bell (Sprint) - Hayling Island
- 3. 741 - Chris Bines & Fraz - Brightlingsea
- 4. 768 - Mark Barnes & Tom Pygall (Readycrest) - Whitstable
- 5. 728 - Nils Jolliffe & Jon Branch (Boatracer.co.uk) - Weston

Sean Dwyer

SEA SURE WINS B14s AT EASTBOURNE

On Saturday over 30 knots of breeze kept the fleet onshore and left Jason Andrews to entertain them, which explains the Sunday morning hangovers and Matt Searle's sole tactic for the Sunday of keeping his breakfast down.

So four races were scheduled for Sunday, with three to count. In the first race Chris Bines & Dave Gibbons (CSC) and Dave Hayes & Sean Dwyer (Sea Sure) led out of the blocks and were in a tight battle for the lead when a cruiser tacked right on top of them, making them both tack off. Chris & Dave held on to the lead while Dave & Sean held a short debate with the helm of the cruiser about the size of the English Channel compared to the patch of water that they would rather he had not tacked in. Chris & Dave extended their lead and went on to win ahead of Mark Barnes & Tom Pygall (Readycrest).

Race two saw the breeze picking up significantly and a three way battle for the lead between Jono Pank & Rich Edwards, Dave & Sean and Jason Andrews & Joel McDonald. Jono & Rich looked to have blown it when they went for the finish after two laps instead of three, but awesome upwind speed meant they regained the lead by the windward mark. A less awesome spot of trawling at the hoist let Dave & Sean through again. Chris & Dave got through to third.

Jono & Rich headed for the shore to save their sails for the forthcoming Worlds. Needless to say, the wind promptly dropped to a comfortable force 2.

Race three saw much place changing with different sides of the course paying dramatically on each lap. Mark Watts & Tim Rogers led around the final windward mark, followed by Dave & Sean and Chris & Dave, who both managed to get through on the run.

So with one race left Chris & Dave (counting 1, 3, 2) needed to beat Dave & Sean (4, 1, 1) and finish higher than third to win overall. They achieved the former, but not the latter. Mark & Tom and Jason & Joel romped away to lead the rest of the fleet around the course.

- 1. 767 - Dave Hayes & Sean Dwyer (Sea Sure) - Southport
- 2. 741 - Chris Bines & Dave Gibbons (CSC) - Brightlingsea
- 3. 768 - Mark Barnes & Tom Pygall (Readycrest) - Whitstable

Sean Dwyer

READYCREST SNATCHES VICTORY AT INLANDS GRAFHAM

The B14 circuit arrived at it's final venue of the year with all to play for, the Inlands, the B14 UK circuit and B14 Crews Union circuit yet to be claimed.

On arrival on Saturday morning there was mist as predicted and 2 knots of northerly wind. The fleets were held ashore till 1400 hrs. when flags changed to green and all were advised to launch.

The conditions were such that the breeze remained North with 10° wind shifts and a 5 knot breeze.

The bias on the line for the day was to the committee boat end. Several were over at the start and some impromptu rafting occurred.

Mark Barnes/Tom Pygall (ReadyCrest) took control of the middle course and Chris Bines/Dave Gibbons (CSC) the left. ReadyCrest rounded the windward mark first followed by Simon Hadley/Pete Nicholson (HSBC) and Bob Clements/Alan Aterbury (Horizon Charters) who were in turn followed by a close nit pack. Over the next round ReadyCrest pulled out to a commanding lead with HSBC in hot pursuit. On the second run to the finish, fresh breeze brought a charge from the middle order with HSBC being swallowed up. On approaching the finish anyone of 6 boats could be second with places changing every few metres. However, Matt Searle/Sandy Ramus (Sprint) sailed round the pack and finished 2nd followed by HSBC and CSC.

Race 2 was much the same conditions, ReadyCrest holding middle left, CSC holding the left hand side and Will Davies/Mike Robbins the right hand side. CSC rounded first overlapped with Readycrest followed by Richard Edwards/Thijs Knapper (Ronstan) in 3rd. ReadyCrest promptly ran over there kite on the hoist and so the fleet compressed yet again bar CSC.

CSC pulled out to a 25 m. lead with Ronstan, Nils Jolliffe/Jon Branch (Boatracers.co.uk) amongst others in hot pursuit. At the bottom CSC rounded with ReadyCrest to the left while Ronstan, HSBC and Boatracers.co.uk rounded to the right. Place changes occurred on the beat and CSC and Davies/Robbins rounded together followed by a 4 boat pack. On the run ReadyCrest broke through to challenge the front 2 at the last gate. First they boxed CSC to the right then Davies/Robbins to the left on successive gybes but CSC pulled through to a well deserved victory with ReadyCrest 2nd and Davies/Robbins 3rd.

As the day was drawing on, racing was held over till Sunday.

Sunday morning 2 - 3 knots of wind from the North with the same line bias. Less wind put the emphasis on maintaining speed. The fleet got away first time. CSC and ReadyCrest, Ronstan and HSBC engaged as per the previous day. CSC pulled out to a lead of 25 m. on the first run with many place changes going on behind due to breeze fluctuations and compressing of the fleet. On the second run CSC pulled out to a 50 m. lead but failed to note the shortening of the course. Having rounded the leeward mark and being notified by the rest turned round and made a dash for the line beating HSBC into 3rd by centimetres., Ronstan came home 4th and Mark Watts/Tim Rogers 5th.

Due to the dying breeze the fleet were sent ashore till 1330 and when the light but steady wind returned.

At the start, the line was slightly biased to the pin and to add spice the black flag was flying. Readycrest hunted CSC and held them to the committee boat end whilst most of the fleet that ventured out, headed towards the pin and left up the first beat. CSC tacked off to the right and was dully covered by ReadyCrest. On the left, Ronstan and HSBC found pressure by the boat on the flyer was Phil

Eltringham/Rachel Bennett who banged hard right and were not seen again once rounding the top mark maintaining a small lead. Watts/Rogers, Ronstan, HSBC and Dick Roe/Kate Dulieu chased hard with Watts/Rogers holding on for 2nd, Ronstan 3rd, Roe/Dulieu 4th and Davies/Robbins 5th.

ReadyCrest won the Inlands and the B14 2004 UK Circuit, Tom Pygall won the Crew's Union series by the narrowest of margins on 171.9 points compared to Jon Branch's 170.5 points. It has been a hard fought season with no one boat dominating and different boats winning each of the major events.

1. 768 ReadyCrest Mark Barnes Tom Pygal Whitstable YC
2. 741 CSC Chris Bines Dave Gibbons Brightlingsea SC
3. 748 Mark Watts Tim Rogers Bristol Corinthian
4. GBR770 HSBC Simon Hadley Pete Nicholson Brightlingsea SC
5. 771 Ronstan Rich Edwards Thijs Knapper Parkstone YC

Mark Barnes and Jon Branch

BOATRACER.CO.UK WINS AT HAYLING ISLAND

Hayling Island SC welcomed twenty three B14s over the weekend of 5-6th June. The race officer made the wise decision to hold the fleet ashore for an extended bimbling session while the wind settled on a direction.

It was mid afternoon by the time the fleet sailed out of the harbour. The first race was abandoned due to the opposed gradient and sea breezes creating two windward or leeward legs depending on your position on the race course. The first race proper was sailed in 8 kts of breeze saw Tim Fells & Shaun Barber lead the fleet from start to finish, however the chasing pack was never far away. Nils Jolliffe & Jon Branch (boatracers.co.uk) managed to get through into second with Jono Pank & Richard Edwards third. The next five boats all finished within 20 seconds of each other, add into the mix several 49ers made for a busy time on the committee boat. The second race was held in similar conditions with Jono & Rich getting the upper hand over Tim & Shaun, followed by Dave Hayes & Sean Dwyer (Sea Sure) in third. With the afternoon drawing to a close and no time for a third race the race officer sent the fleet home to enjoy the hospitality of Hayling.

The forecast for Sunday took some time to come true, but once the sun burnt through the cloud the sea breeze was not going to be far behind. Fastest off the startline was Mark Barnes & Tom Pygall (Readycrest), working the left side of the beat to there advantage they came out ahead of Jono & Rich. Richard Harrison & Spike Daniels worked their way through to third. The second race saw Matt Searle & Rich Bell take an unassailable lead ahead of consistent Mark & Tom. The battle for third was in the balance down the last run with Tim & Shaun, Jono & Rich and Nils & JB all trading places with the later getting the upper hand at the finish.

With the event wide open four teams could still win, all to play for in the last race. At the first windward mark Mark & Tom lead followed by Rich & Spike then Nils & JB. Nils & JB gybed on top of Rich & Spike to overhaul them by the leeward mark. The next windward leg saw Mark & Tom overhauled by Nils & JB who were in their element, the positions not changing by the finish.

The closeness of the racing was the hallmark of the weekend, with five separate race winners and only two points separating the top four this was tactical racing at its best. Nils & JB won the event from Jono & Rich by virtue of a better discard. Mark & Tom got third on count back over Tim & Shaun.

1. 764 - Nils Jolliffe & Jon Branch (Boatracers.co.uk) - Weston - 10pts
2. 771 - Jono Pank & Richard Edwards - Parkstone - 10pts
3. 768 - Mark Barnes & Tom Pygall (Readycrest) - Whitstable - 12pts
4. 758 - Tim Fells & Shaun Barber - Grafham - 12pts
5. 743 - Richard Harrison & Spike Daniels - Weston - 21pts
6. 767 - Dave Hayes & Sean Dwyer (Sea Sure) - Southport - 21pts

Nils Jolliffe

FELLS/BARBER PULL IT OUT OF THE HAT AT TIDE RIDE

Another eventful B14 Tide Ride took place over the weekend. The racing was tight and no quarter was given with the umpires being kept busy but no serious damage was reported. This was due to having 25 boats racing on a 400 - 500 m. course with 2 downwind gates compressing the fleet. Many of the favourites ended up collecting black flags so tumbling them down the days final order. The most notable race was race 3 of 4 in the Saturday round robin that binned 4 of the first 5 on lap 2.

The overnight leaders not collecting any black flags was Steve Fish/Neil Barber, followed by Dave Hayes/Sean Dwyer (Seasure) and Tim Fells/Shawn Barber.

Sunday started with the overnight position counting as the score equivalent to 1 race. On Sunday the fleet was split into 2 flights with flight one being named the flight of death due to most of the top circuit boats being in that half. The top 6 of each flight would go through to the final 2 races with the rest sailing a reportage final.

Race 1 was hard fought with the pin end of the line being over and having to re-round (black flag not applying). This really opened up the race. There were many changes during the race with lead being shared by 6 of the boats. Boats showing their metal on the first beat were Wayne Dixon/Trish Dixon (Rogate), Dan Willet/Stu Phillips. The eventual winners were Mark Barnes/Tom Pygall (ReadyCrest) followed home by Chris Bines/Dave Gibbons (CSC) who had recovered from the back on the first beat with the comment that they had used up all the vouchers on their prayer mat. Willet/Phillips were deemed PMS so letting Fells/Barber through to 6 and final qualifier.

Overnight leaders Fish/Barber had a mare of a race fowling the warps on the gates and so were eliminated.

Race 2 Was again hard fought off the start line but Nils Jolliffe/Jonathon Branch (Boatracers.co.uk) led from start to finish hotly pursued by Seasure, Simon Hadley/Pete Nicholson (HSBC) and Alan Davis/Alison Wilson.

Final race one and second point scoring race was going to be interesting, the line was short, the tide ripping across the line. Several boats fowled the committee boat warp (comment from the boat was to successfully sink the line would take about 2 tons). At the pin end it was

ReadyCrest who were away first closely followed by Fells/Barber and Boatracers.co.uk. The race was hard fought at the front with a dog fight ensuing between these 3 with the ReadyCrest repelling first one then the other of the 2 boats. However at the second lowered mark, Boatracers.co.uk took the inside berth and lead to the finish finishing first followed home by ReadyCrest then Fells/Barber, CSC and Seasure. The rest of the fleet followed in hot pursuit with several place changes at the finish.

Race 2 and final points race was going to be a humdinger. Fells/Barber had to finish worst than second and one of 3 protagonists who had to finish first. The race got clean away on the ebb tide with a lot of ducking and diving taking place. Two boats that had been on form but were now up there were Matt Gill/Ben Cooper (Pica) and Davis/Wilson. The first 7 boats could not be separated on the first lap and the heat was up. CSC eventually broke out to a 25 m. lead but this was to prove enough to win the race. Second ended up being hard fought between ReadyCrest and Fells/Barber. This one went down to the wire with Fells/Barber claiming second and winning the Tide Ride but they seemed to have the ability to pull the rabbit out of the hat when required and won a well deserved Tide Ride. Fourth was Davis/Wilson followed by Pica in fifth.

Our thanks must go out to Tim Hancock and his team for running a colourful event and the B14 class will try to not give the Umpires so much work (pleasure) next year (comment made in the briefing on Sunday morning).

- 1 Fells/Barber (8pts)
- 2 Bines/Gibbons (CSC) (10pts)
- 3 Hayes/Dwyer (Sea Sure) (13pts)
- 4 Jolliffe/Branch (Boatracers.co.uk) (14pts)
- 5 Barnes/Pygall (ReadyCrest) (14pts)

Mark Barnes and Jonathon Branch

SEARLE AND RENT-A-CREW LTD. TAKE VICTORY AT WESTON

15 B14s gathered at Weston sailing club for the 8th open meeting of the year. Saturday offered blustery westerly conditions making exciting and challenging sailing. The first race was won by Searle/Branch in 725 followed by Barnes/Pygal and Watts/Rogers. Searle/Branch continued their domination winning the second and third races of the day. With several of the class retiring during race 1 the rest of the fleet fought it out eventually giving Watts/Rogers a well earned second followed by newcomers Blundell/Morland in third. With the breeze dropping slightly the final race of the day ended in the same order as the first.

Day 2 dawned with sunnier but lighter conditions, the wind having veered slightly and become less stable. Race 4 saw plenty of place changing but it was Barnes/Pygal who made the most of the difficult conditions to win followed by Searle/Branch and Watts/Rogers. After a poor start Searle/Branch came through to win race 5 and give them the series with a race to spare. Second was Watts/Rogers and Elkington/Lloyd finished a creditable third. Watts/Rogers went on to win their first race in an open meeting securing them second overall, followed by Barnes/Pygal and Davis/Wilson in third.

1. Matt Searle/Jon Branch (Sprint/HISC) 6pt
2. Mark Watts/Tim Rogers (Bristol Corinthian) 11pt

3. Mark Barnes/Tom Pygall (ReadyCrest/Whitstable) 13pt
4. Mark Elkington/Chris Lloyd (Starcross) 21pt
5. Rich Harrison/Pete Nicholson (Weston) 24pt

Matt Searle

READYCREST WIN TIGHT SERIES AT WEYMOUTH

Twenty B14's were at the 9ER open meeting held by Weymouth & Portland Sailing Academy over the weekend of the 8 - 9th May. Teams arrived on Saturday to see the kite and windsurfers in their element buzzing around the harbour, even so the race officer kept to the schedule and sent the fleet out for the midday start. After launching and speeding towards the harbour wall, with some boats reaching terminal velocity, the fleet turned round and beat the race officer to the postponement flag. After a short delay ashore the race officer sent the fleet out again, only four hardy teams braved getting into their cold wet wetsuits. Matt Searle and Rich Bell lead the small but competitive fleet home, followed in 2nd by Tim Fells and Shaun Barber with Dave Hayes and Sean Dwyer in 3rd. With the wind easing, two more teams launched for the last two races of the day. Tim and Shaun overhauled Matt & Rich in race 2 and passed Mark Barnes (Barnsie) and JB just before the finish line in race 3.

Sunday brought very different conditions with poor visibility, a strange lingering smell and a dull booming in the background; but enough about the fleets hangovers, at least the lighter weather brought the whole fleet out to play. Race 4 saw Jono Pank and Rich Edwards maiden race in their new ship prove they could be quick out of the blocks to finish 4th, the ever consistent Dave & Sean won followed by Barnsie and JB and young guns Will Davies and Mike Robbins showing good downwind speed to finish third. Both Tim and Matt hit 49er traffic congestion to place them outside the top 5. Race 5 saw Jono and Richard power off to an unassailable lead, chased by Barnsie and JB, Will and Mike who were closely followed by Piers Lambert and Tim Bees. Tim and Shaun headed for an early shower after gear failure.

The final race, race 6 had Brightlingsea stamped all over it with the top three all from this strong Essex fleet. Chris Bines and Dave Gibbons put together a fine race and came home clear winners followed by Simon Hadley and Pete Nicholson and then Piers and Tim.

The overall scoring was close with 5 teams recording bullets over the weekend, hence it came down to consistency with the winners Barnsie and JB without a bullet but not outside the top 5 all regatta. Dave & Sean held 2nd and two points behind came Matt & Rich in 3rd.

1st Barnsie & JB ReadyCrest 13 pts

2nd Dave Hayes & Sean Dwyer Seasure 17 pts

3rd Matt Searle & Rich Bell 19 pts

4th Mark Watts & Tim Rogers 27 pts

5th Tim Fells & Shaun Barber 31 pts

BOATRACER.CO.UK WINS AT WHITSTABLE

Twenty-four B14s made the trip to the North Kent coast to be greeted with sunshine and an onshore 10kts of breeze. The wind was forecast to gradually reduce through

the weekend, so it was a case of getting your light weather heads on.

Race one got away and the scene was set for the weekend. Short start lines, shifting breeze and a game of snakes and ladders if you decided to go away from the pack. Quick out of the block were locals Wayne & Trish Dixon, who rounded the windward mark first with the Brightlingsea pairing of David & Tom Brindle also up the front. Some of the event favourites found themselves further down the pack, trying to fight their way back into contention. It wasn't long before current National Champions, Dave Hayes & Sean Dwyer of Team Sea Sure made their way to the front, closely followed by the reigning World Champion, Tim Fells, sailing with Shaun Barber. This is how the race finished with David & Tom holding onto 3rd place.

Race two saw Jamie Mears & Matt Gill make the running, with the wind becoming more patchy it was a case of being in the right place to get the puffs. Nils Jolliffe & Jon Branch of Team Boatracer.co.uk rolled the dice and took the left hand option down the penultimate downwind leg, as did Matt Searle & Rich Bell. With more pressure both teams overhauled Jamie & Matt and held these positions to the finish.

Race three saw many place changes, with Dave & Sean eventually pulling out a commanding lead. Down the final leg Nils & JB managed to pull through from fourth to second with their light wind pace, with Mark Barnes & Tom Pygall in Readycrest finishing 3rd.

The race officer decided to take the option of a fourth race given the forecast for Sunday was for lighter breeze. Nils & JB got away well with Tim & Shaun and Dave & Sean also in the running. The inshore side of the course seemed more favourable, so the order of the day was to defend this side whilst playing the shifts. The race finished in this order leaving Nils & JB with a point lead over Dave & Sean overnight with two races scheduled for the Sunday.

Sunday came with more breeze than expected, but with the locals predicting it would switch off soon the racing got underway quickly. Of the top three it was Tim & Shaun who got away the best. Dave & Sean and Nils & JB were left to pick their way through the fleet. Rounding the final windward mark the wind was dying. Matt & Rich followed by Tim & Sean and Piers Lambert & Tim Bees from Brightlingsea were well ahead of the rest. Nils & JB rounded further down the pack, but gybed away immediately into their own personal breeze that stayed with them all the way to the finish as they sailed around the becalmed leading boats to win the race. Tim & Sean came a close second, whilst Matt & Rich just managing to take 3rd.

The fleet was sent in for lunch and after an hours postponement and the unlikely prospect of further breeze the final race was binned and Nils & JB of Team Boatracer.co.uk took the event with Dave & Sean of Sea Sure 2nd and Tim & Shaun 3rd.

1. 764 - Nils Jolliffe & Jon Branch (Boatracer.co.uk) - 5pts

2. 767 - Dave Hayes & Sean Dwyer (Sea Sure) - Southport - 9pts

3. 758 - Tim Fells & Shaun Barber - Grafham - 10pts

4. 725 - Matt Searle & Rich Bell - Hayling Island - 14pts

5. 768 - Mark Barnes & Tom Pygall (Readycrest) - 16pts

6. 646 - Jamie Mears & Matt Gill - Royal Corinthian - 25pts

Nils Jolliffe



*Luck Point pays off.
Photo by Ian Jubb....www.sailboatdeliveries.com*